on axis, above ambient noise levels with the ship under way in moderate weather.

[CGD 94–108, 61 FR 28289, June 4, 1996, as amended by USCG–2003–16300, 73 FR 65201, Oct. 31, 2008]

§ 113.25–14 Electric cable and distribution fittings.

Each cable entrance to an emergency alarm signal or distribution fitting must be made watertight by a terminal or stuffing tube.

§ 113.25–15 Distribution panels.

Each distribution panel must:

(a) Be watertight;

(b) Need a tool to be opened.

§ 113.25–16 Overcurrent protection.

(a) Each fuse in a general emergency alarm system must meet the requirements of part 111, subpart 111.53, of this chapter.

(b) Each overcurrent protection device must cause as wide a differential as possible between the rating of the branch circuit overcurrent protection device and that of the feeder overcurrent protection device.

(c) The capacity of the feeder overcurrent device must be as near practicable to 200 percent of the load supplied. The capacity of a branch circuit overcurrent device must not be higher than 50 percent of the capacity of the feeder overcurrent device.

[CGD 94–108, 61 FR 28289, June 4, 1996]

§ 113.25–20 Marking of equipment.

(a) Each general emergency alarm system fused switch and distribution panel must have a fixed nameplate on the outside of its cover that has a description of its function. The rating of fuses must also be shown on the outside of the cover of a fused switch.

(b) Each general alarm contact maker must be marked ''GENERAL ALARM'' in red letters on a corrosion-resistant plate or on a sign.

(c) A contact maker that operates only the general emergency alarm signal in crew quarters, machinery spaces, and work spaces must be marked ''CREW ALARM'' by the method described in paragraph (b) of this section.

(d) Each general emergency alarm signal must be marked ''GENERAL ALARM—WHEN EMERGENCY ALARM SIGNAL RINGS GO TO YOUR STATION'' in red letters at least ½ inch high.

(e) Each general emergency alarm system distribution panel must have a directory attached to the inside of its cover giving the designation of each circuit, the area supplied by each circuit, and the rating of each circuit fuse.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by USCG–2004–18884, 69 FR 58348, Sept. 30, 2004]

§ 113.25–25 General emergency alarm systems for manned ocean and coastwise barges.

A manned ocean or coastwise barge of more than 100 gross tons, if it is one that operates with the crew divided into watches for steering the vessel, must have an emergency alarm signal installation. The system must:

(a) Have an automatically charged battery as the power source;

(b) Have a manually operated contact maker at the steering station and in the crew accommodation area; and

(c) Must meet the requirements of § 113.25.7 and §§ 113.25–9 through 113.25–20 of this subpart.

§ 113.25–30 General emergency alarm systems for barges of 300 or more gross tons with sleeping accommodations for more than six persons.

The general emergency alarm system for a barge of 300 or more gross tons with sleeping accommodations for more than six persons must meet the requirements of Subpart 113.25, except as follows:

(a) The number and location of contact makers must be determined by the design, service, and operation of the barge.

NOTE: Contact makers in the primary work area, quarters area, galley and mess area, machinery spaces, and the navigating bridge or control area should be considered.

(b) If a distribution panel cannot be above the uppermost continuous deck because of the design of the barge and

is installed below the deck, it must be as near the deck as practicable.

[CGD 74–125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28289, June 4, 1996]

Subpart 113.27—Engineers' Assistance-Needed Alarm

§ 113.27–1 Engineers' assistance-needed alarm.

Each self-propelled ocean, Great Lakes, or coastwise vessel must have a manually-operated engineers' assistance-needed alarm that is:

(a) Operated from:

(1) The engine control room, if the vessel has an engine control room; or

(2) The maneuvering platform, if the vessel has no engine control room;

(b) Audible in the engineers' accommodation spaces; and

(c) Powered from the general alarm power source.

Subpart 113.30—Internal Communications

§ 113.30–1 Applicability.

This subpart applies to each self-propelled vessel.

§ 113.30–3 Means of communications.

(a) An emergency means of communication required by this subpart must—

(1) Be comprised of either fixed or portable equipment; and

(2) Provide common talking means of two-way voice communication and calling among the navigating bridge, emergency control stations, muster stations, embarkation stations, and other strategic positions listed in § 113.30–5.

(b) The means of communication and calling must be a reliable means of voice communication and must be independent of the vessel's electrical system.

[CGD 94–108, 61 FR 28289, June 4, 1996, as amended by USCG–2003–16630, 73 FR 65201, Oct. 31, 2008]

§ 113.30–5 Requirements.

(a) *Communication.* Each vessel must have a means of communication among the following:

(1) Navigating bridge.

(2) Steering gear room, if outside the engineroom.

(3) Alternative steering station if outside of the steering gear room.

(4) Engine control room, if the vessel has an engine control room.

(5) Maneuvering platform, if the vessel has no engine control room.

(6) Control room, if the vessel is a mobile offshore drilling unit.

(7) The engineering officers' accommodations, if the vessel is an automated, self-propelled vessel under § 62.50–20(f) of this chapter.

(b) *Gyrocompass.* Each vessel that has a master gyrocompass that is not in or next to the navigating bridge must have a means of communication between the master gyrocompass and the navigating bridge repeater compass.

(c) *Radar.* Each vessel that has a radar plan position indicator that is not in or next to the navigating bridge must have a means of communication between the navigating bridge and the radar plan position indicator.

(d) *Emergency lockers.* If the emergency equipment lockers or spaces used by the emergency squad are not next to the navigating bridge or, on a mobile offshore drilling unit, next to the control room, there must be a means of communication between the navigating bridge or control room and the emergency equipment lockers or spaces.

(e) *Radio and radio direction finder.* Communication to the radio and radio direction finder must meet the following requirements:

(1) Each vessel that has a radio installation must have a means of communication between the radio room, the navigating bridge, or, if the vessel is a mobile offshore drilling unit, the control room, and any other place from which the vessel may be navigated under normal conditions, other than a place that is only for emergency functions, a place that is only for docking or maneuvering, or a place that is for navigating the vessel in close quarters. A location that has the apparatus that is necessary to steer the vessel, give engine orders, and control the whistle, is a place from which the vessel may be navigated.